EAST BOSTON

EAST BOSTON

"...While this volume covers the history of more than two hundred years, it will be noticed that the transformation of Noddle's Island has taken place within the last quarter of a century. Twenty-five years ago, it was a farm; now it is a city. Then, one solitary family made this Island their home; now it teems with the prescence of 18,000 inhabitants. Then, the one house for the main occupants rendered the Island habitable; now noble streets, elegant residences, churches and other facilities are already insufficient. Then, the ordinary work of a farm comprised its industry; now, crowds of workmen throng its shops, and other ships of its yards challange the world. In these changes the author has seen...the industrial employments multiplied, honest wealth given to thousands, and the prosperity of the metropolis of New England immeasurably enhanced...What East Boston will be, it is useless to conjecture. The past has already outstripped the speculations of its projectors. But that its still large amounts of available territory, its railroad facilities, its method of communication by bridges and ferries, its mechanical investments, its spacious and sheltered wharves and its nearness to the deep waters of the channel, warrant expectations of far greater prosperity, is undeniable. Whether its past success or its present advantages are considered, there can be no question but that the prosperity of the great commercial center depends largely upon the prosperity of East Boston..."

William H. Sumner
A History of East Boston
1858

YESTERDAY

mudflats long

A history of an area is essentially the history of its' people -- who they were and are, where they came from, what they have done. The people of East Boston and their plans for its' development provide us with a history both interesting and educational -- one which gives us a foundation on which we can plan and build for tomorrow.

What is known today as East Boston was once the solitary farm of Noddles' Island. In later years, Breeds' Island was added to become the Orient Heights section, and three smaller islands were filled in for Logan Airport. Since the original land grant to Samuel Maverick in 1633, East Boston has witnessed a number of owners, a variety of peoples and a continuim of growth. After Maverick sold the Island in 1670, it was held in an unbroken line of family ownership for 160 years. In 1833 the East Boston Company purchased the entire Island for $80,000 and began development which was to transform the very nature of the area. The population of the Island in 1833 totaled 8 persons, but by 1837 had jumped to over 1,000. By the twenty-fifth anniversary of Company ownership, nearly 17,000 made East Boston their home.

The history of East Boston, as forming an important part of the City proper, may be said to have begun with the formation of the East Boston Company. An early concern for planning and development can be noted in many areas including

open space, transportation and housing. Committees were immediately appointed to lay out streets, divide and appraise lots, build wharves and oversee development. As a permanent population was desired, the East Boston Company gave a 15% reduction to owners of lots who would construct homes within a years' time. Large scale construction ensued along with commercial and industrial growth. William Sumner, president of the East Boston Co., planned the project of "connecting Noddles' Island with the city proper and of making it a valuable addition to the metropolis of New England." The advent of a ferry aided in the development of the Island. Since then, the extension of rapid transit and the construction of two vehicular tunnels have lessened the segregation of East Boston from Boston proper. Concern for the pattern and location of streets was also prevalent. The work of "filling in" was rendered necessary from the character of the land, which otherwise would prevent the laying out of straight streets. As Mr. Sumner relays in his history of East Boston, ... "The narrow and crooked streets of Boston were a continual and sufficient warning to the properietors to lay out wide and straight streets on the Island before houses and stores were built... The old parts of Boston are most perplexing instances of building according to individual fancy, without the slightest regard to appearance, system or the prospective growth and consequent demands of a large city." A deep concern for

open space also was evident at this time, and continued into the early 1900's. East Boston had an abundance of trees until mid 1700's, when, given the right to cut wood upon the Island, Boston and Charlestown nearly denuded the entire area. By the time of the revolutionary war, not a tree upon the hills or in the orchards was left standing. In the Comprehensive Plan for East Boston of 1916, the desire to retain open spaces became involved in the public -- private governmental struggle that will many times confront a plan ... "Much difficulty has arisen and will continue to arise through the effort to compel open spaces on privately owned property ... to meet this, methods have been suggested for extending public ownership over all areas that should be held vacant. Under such a plan of ownership, the areas that are not required for public streets could be used for playgrounds and local outing places for the residents ..." This plan also proposed public control, as needed, of all privately owned property. Needless to say, open space suffered in the struggle which ensued, and has never fully recovered.

Much of the growth occurring in East Boston took the form of commercial-industrial uses, especially within the shipping field. The Clipper Ships of Donald McKay brought greatest fame to the area during the 1800's. His "Yankee Clippers," notably the "Flying Cloud" carried the stream of traffic west to California, around the Cape of Good Hope and to the Orient, lending an international spirit

to the wharves of East Boston. In the 1840's, the Cunard Steamship Line began service from Liverpool, England to the United States, docking at East Boston, and opened the way for waves of immigrants to come to this area. Coupled with immigration was the commercial-industrial growth spoken of earlier. A rapid industrialization took place, with marine and non-marine interests prospering. Oil and lumber companies, sugar refineries and transportation networks provided the East Boston resident with a place to work as well as live. Such was not to be the case by the 1930's. Nearly all businesses which had prospered in years before, had moved, merged or gone out-of-business; today, the situation is not very different.

The rich ethnic heritage of East Boston was indeed international in scope. The first group to settle was the Irish, who proceeded to supply most of the early leading citizens of the area, as well as controlling local politics and business. The growth of extensive waterfront industries served to attract Portuguese, Canadians, Greeks, Scandanavians, Russians and Germans -- all who contributed to the rapid development taking place. The late 19th century saw a second influx of immigrants, comprised mostly of Jewish people. They migurated into the older section of East Boston to work as tailors, shopkeepers and in various industries. Beginning in 1905 a large influx of Italians migrated to East Boston. Since that time they have been the dominant ethnic group residing there, yet the area continues to be comprised of diverse ethnic groups.

As was mentioned earlier, the East Boston Company promoted residential development to secure a permanent population. What was unexpected was the pressure of commerical-industrial expansion and waves of immigration which characterized the Island by the early 1900's. Earlier viewed as a fine residential area it could later be noted that commercialism, especially, along the water-front, detracted from any natural beauty which existed. In addition, the demand for homes of low rental brought about by rapid immigration, and the prevailing profit-orientation of many, led to the uncontrolled construction of tenament houses and other multi-family structures. The large estates and homes of an earlier time gave way to the speculator -- one era had ended and yet another had begun.

TODAY

The People

As is the case with population movements in most central cities, East Boston has experienced a fairly rapid population decline during the last half-century. A peak was reached in 1926 with a population of 80,000 -- this has decreased to the 37,000 people residing in East Boston in 1965, distributed unevenly among the six neighborhoods of Orient Heights, Central Square, Wood Island, Eagle Hill, Maverick Square and Jefferies Point. From 1950 to 1965, only the neighborhood of Orient Heights experienced a population increase -- and only of 10.5%. In contrast, decreases ranged from 7% at Jefferies Point to 21% for Eagle Hill.

Both age distribution and occupational characteristics showed little variance among the population at the time of the last census. The breakdown among age groups in 1960 was as follows:

0- 5	12%
6-13	14%
14-17	6%
18-24	9%
25-39	22%
40-64	28%
65+	10%

The labor force consisted primarily of semi-skilled and unskilled workers, with total unemployment reaching 9 per cent (twice the City's average). Dominant occupations consisted of operatives, foremen, craftsmen, and clerical service workers, with technical and managerial positions unrepresented. Median family income was also below that for the City, standing at $5,323 as compared with $5,756.

Housing

The housing characteristics spoken of earlier, remain to the present day in East Boston. This situation makes East Boston not unlike other areas of the City in this respect. Most of the housing was constructed at the turn of the century and in many areas, is in need of repair. In 1960, 13 per cent or 1,824 housing units in East Boston, were classified as either deteriorating or delapidated.

Since the multi-family boom of the 19th century, very few private housing units have been constructed in East Boston. With the exception of 465 units in the Orient Heights neighborhood, only 20 units were constructed between 1950-1960 throughout the remainder of East Boston. The only new housing development is the 221 (d)(3) project, Brandywine Village.

In 1960, the median gross rent for apartments in the study area was $64. This figure was lower than that of $71 for the city as a whole. Today, rent levels continue to be low, providing East Boston families with one of the best stocks of low and moderate income housing in Boston. According to recent estimates

by local realtors, sales prices for two family homes in East Boston range from $8,000 - $10,000 in the Central Square area to $20,000 - $23,000 in Orient Heights. Prices for three family homes range from $10,000 - $18,000 in Central Square to $20,000 - $30,000 in Orient Heights. Additionally, rents range from $30 - $60 a month in Central Square and from $90 - $135 a month in Orient Heights.

Generalized Land Use and Building Conditions

Land use information leads to an understanding of the nature of existing conditions and provides an important base of data from which to plan improvements. Via general land use surveys which were completed in 1968 as a part of this reconnaisance survey, seven major uses of land were identified and mapped: residential, commercial, mixed residential and commercial, institutional, industrial and vacant.

East Boston is primarily residential in nature, bounded by industrial areas along the harbor and Logan Airport. Public facilities such as schools, public libraries, police and fire stations are located throughout the area, within residential neighborhoods and along major streets. Commercial uses are largely concentrated in a few of the more centrally-located squares. One common type of development found, is the mixed commerical/residential use, with family-owned stores on the ground floor of apartments. These individual commercial facilities provide many services to the community despite lack of parking space

and their generally deteriorated appearance. Vacant land is found scattered throughout the area. While there are a few major parcels, the majority are smaller parcels located within residential neighborhoods and are littered and unsightly.

Building Conditions

Knowledge of building conditions in an area will also provide basic data for planning improvements. Areas with evidences of deteriorating building conditions may, for example, qualify for rehabilitation loans or grants, sponsored by the Federal government. Efforts such as these can check the growth of deterioration and provide for more pleasant residential neighborhoods.

Generalized building conditions in East Boston can be described as fair, with definite concentrations of good and poor conditions located throughout the area. An estimation of general building condition by neighborhood as observed in the 1968 field surveys follows:

Jefferies Point

Jefferies Point is a neighborhood of mixed land uses with major areas of industrial, mixed residential-commercial, and residential. The industrial areas located along the waterfront and railroad are generally marked by poor building conditions. Mixed residential-commercial uses which are in fair condition, are spread throughout the area, with major concentrations along Sumner and Orleans Streets. Residential uses are spread throughout Jefferies Point and

are generally in fair condition. Brophy Memorial Park and Playground Provide the area with its major recreational facility but is in poor condition.

Maverick Square

Butling Maverick Square, connected by Meridian Street to Central Square, constitutes East Boston's major shopping district. Also located here is an MBTA station, the Office of Public Service's Neighborhood Service Center (Little City Hall) and many other social and public service facilities. Residential uses are primarily of a multi-family nature, including a large public housing project. Along the waterfront, large areas of vacant or underused docks separate industrial facilities. Open space facilities are extremely inadequate, although a portable swimming pool was added this summer. Buildings in the Maverick Area are in generally fair condition, with certain sections, particularly along the waterfront, in a deteriorating state. The waterfront area, potentially East Boston's greatest asset, lies underused and unsightly. Several old warehouse structures of architectural interest, however, continue to stand as reminders of East Boston's marine commercial post. One new development, a major restaurant, has capitalized on the waterfront location and indications of growing developer interest in the area is very much in evidence.

Wood Island

The Wood Island neighborhood includes the area between Day Square and Orient Heights hill. The area is primarily

residential with industries located on the periphery along the Chelsea River and adjacent to Logan Airport. East Boston's only beach is located in this neighborhood in addition to a new MDC skating rink. The pressures of airport expansion are increasing in the Wood Island and Jefferies Point neighborhoods with the construction of new runways. A middle-income housing development, Brandywine Village, which is East Boston's only major new housing development, is located adjacent to a large tract of vacant land off McClellan Highway and near Hayes Playground.

Eagle Hill

Eagle Hill is primarily a residential neighborhood with some concentrations of commercial and industrial uses. Residential areas throughout Eagle Hill, industrial facilities along Chelsea River and commercial uses in evidence at Central Square and Bennington Street all are in generally fair condition. East Boston High School is located in this neighborhood and serves the entire East Boston area. The neighborhoods major recreational facility is the American Legion Playground which is in poor condition.

Bayswater

The Bayswater section of Orient Heights is in generally good condition. The Orient Heights station and MBTA yards as well as a drive-in theatre are located in the northernmost portion. Over half the land in the area is undeveloped marshland. In addition, the major portion of Orient Heights Beach is located along the southern shore of the Bayswater neighborhood.

Orient Heights

Bounded on the north by Suffolk Downs, Orient Heights is primarily a single family residential neighborhood. It is an extremely desirable location because of its fine views of Boston, the airport and the harbor. Few multi-family structures are located here, one exception being the public housing on the north side of Breeds' Hill. All housing in Orient Heights is in good condition. Virtually no industrial or commercial facilities are located here, although a few are along Bennington and Breed Streets. There is a significant amount of institutional land use in the Orient Heights neighborhood.

Community Facilities

The upkeep and improvement of community facilities is a major concern of the District Planning Program. A realization of existing facilities and their condition is important in forming a plan for improvements. Following is a description of some of the public and private community facilities in East Boston.

A) Schools:

Enrollment during the 1968-69 school year in the 14 public schools in East Boston was over 5,700 students. Twelve of these schools are elementary facilities and two are secondary schools. The condition of many of East Boston's schools is poor and some are overcrowded. Six of the schools are over 50 years old and 3 are operating beyond enrollment capacity. Based upon

condition and capacity, the "Sargent Report" recommended five of these schools for abandonment, all of which are still in use.

The following table lists public schools, their grades, capacities, and 1968-69 enrollment:

School	Grades	Capacity	1968-69 Enrollment
McKay	K-8	990	513
Adams	K-6	425	302
Barnes	7-9	1,000	667
Cheverus	K-8	350	333
Guild	K-6	400	416
Bradley	K-6	370	429
Chapman	K, 4-6	490	316
O'Donnell	K-4	350	289
East Boston High	9-12	1,590	1,135
Kennedy	K-6	380	415
Sheridan	K-5	315	338
Lyman	K, 4-6	350	262
Alighieri	K-3	250	199
Otis	K-6	440	370

In addition to these schools, East Boston is served by nine parochial schools; six elementary and three high schools, In 1967, a total of 2,942 children were enrolled in parochial schools. A listing of schools, grades and enrollments follows:

School	Grades	1968-69 Enrollment
Sacred Heart High	9-12	134
St. Dominic Savio High	9-12	336
Assumption	K-8	247
Fitton	K-8	245
Our Lady of Mt. Carmel	K-8	346
Sacred Heart	K-8	414
St. Lazarus	K-8	335
St. Mary's	K-8	436
Fitton Central High	9-12	254

Daniel Webster School (special)

Established under the Manpower Development Act, this school provides non-English speaking peoples with a minimum of an eight grade education. The students range in age from 16 to 65 and come from throughout metropolitan Boston .

B) Parks & Recreation:

The East Boston community is served by approximately 35 acres of parks and recreation facilities in 15 separate locations. The major facilities are in the East Boston Recreation Area and Stadium (17.7 acres), J.H.L. Noyes Playground (8.3 acres), American Legion Playground (3.38 acres), Paris Street Playground (1.27 acres), Orient Heights Beach Playground and Constitution Beach. In many instances, the parks ans playgrounds lack adequate equipment and are poorly maintained. In terms of basic condition, only two are rated fair with the remainder poor -- nearly all could be much cleaner. Within the next 10 years improvement

programs are planned for East Boston's Stadium, Brophy Park, Paris Street and Maverick Square.

A listing of public open space, and a map showing their location follows:

Playgrounds & Playfields	Location	Acres	Owner
American Legion Playground	Condor and Glendon Streets	3.38	City
East Boston Recreation Area and Stadium	Porter Street	17.67	City
A. McLean Children's Playground	Saratoga and Boardman Streets	.43	City
JHL Noyes Playground	Saratoga & Boardman Streets	8.31	City
Paris Street Playground	Paris Street	1.27	City
White Fund Play Area	Condor & Decatur Street	----	City
Orient Heights Beach Playground	Orient Heights	----	MDC
Playground	Sumner & Lamson Street	.48	City
Constitution Beach	Bennington & Trident Street	----	MDC
Michael J. Brophy Park	Webster and Lamson Street	.68	City
Central Square	Meridian and Border Street	.93	City
Maverick Square	Sumner and Maverick Street	.10	City
Prescott Square	Trenton and Eagle Street	.28	City
Putnam Square	Putnam and Trenton Street	.26	City

In addition to NDC and city-owned playgrounds, the following facilities provide additional recreation for the community.

1) Central Square Community Center (1,172 members): Gym, rooms, showers, kitchen.
2) Sumner Street Gym (400 members) Gym, outdoor facilities
3) Trinity House (400 members): Recreation Rooms
4) Paris Street Gym (Public)
5) Salesian Oratory: Gym and Outdoor facilities

C. Other Facilities

Libraries - Two branches of the Boston Public Library System serve East Boston. Located at 276 Meridian Street (more than 50 years old) and in Orient Heights at 10 Barnes Avenue, replacement of both facilities is planned for the early 1970's.

Health Clinics - Two health clinics serve the area -- a relief station at 15 Porter Street which offers small scale emergency services, and a clinic at 75 Paris Street which offers child care, dental and tuberculosis clinics. In addition to these facilities, there is an MGH Clinic at Logan Airport.

Welfare Offices - One welfare office is located in East Boston, at 154 Maverick Street.

Police Station and Courts - Police Station #7 is located at 64 Paris Street and the East Boston District Court is at 37 Meridian Street. The two facilities are located in an interconnected building.

Fire Protection - A district headquarters station and 3 fire stations serve the East Boston community. The former is located at 306 Saratoga Street and was remodled in 1962. Other stations are located at 250 Sumner Street and 60 Paris Street. Both will be replaced by one facility following the Finance Commission's study of the fire departments. In addition, a station is located in Orient Heights at 1 Ashley Street.

Municipal Building - The area's municipal building is located on Paris Street, and provides such services as gyms, baths and a recreation center.

Transportation

East Boston serves Greater Boston as its major air-transportation center. The airport is one of the most easily accessible air facilities in the United States although it is somewhat isolated from outlying districts in Boston. Rapid transit and two parallel highway tunnels link East Boston with Boston proper. In addition, rail and highway corridors, which cross the peninsula, form a major transportation route between Boston proper and the North Shore communities.

A. Highways and Streets

The Sumner and Callahan Tunnels carry traffic under Boston Harbor to East Boston's residential districts. From these residential areas, the elevated McClellan Highway provides a link to Revere and points north. Traffic congestion is created and children are endangered by the heavy trucking use of many

residential streets. Many of the streets have been poorly maintained and are in need of repair. The expressways, railroads and tunnels split East Boston's major residential district into three areas: Jefferies Point, Maverick Square and Eagle Hill. A fourth neighborhood, Orient Heights, is distinct from these three. Airport traffic is routed on a special expressway. Aside from noise, the facility has little effect on the community and is beneficial in that it greatly decreases the use on local arteries that would be imposed by traffic to and from the airport. A third tunnel is planned for the future, however, the general alignment and schedule for construction is not certain at this point.

B. MBTA Transit

Four MBTA "Blue Line" stations in East Boston are located at Maverick Square, Airport, Wood Island Park and Orient Heights. Future plans call for extension of this line as far north as Beverly. Most residential neighborhoods of East Boston are within 20 minutes of downtown Boston by means of public transportati

C. Airport

Logan International Airport, managed by the Massachusetts Port Authority, is the eighth busiest airport in the United States. Expansion of facilities is currently underway and more is expected. Bird Island Flats are presently being filled out to the Pier Head line for the lengthening of two runways. In addition, an extension is being made to runway 15-33 which will make it 10,000 feet long, an increase of approximately 3,000 feet. Expansion of facilities at the airport, along with

growing air traffic will have a serious effect on the surrounding community. The extension of runway 15-33 involves the taking of Memorial Park, while the Air Mail facility requires the taking of Amerina playground. Such takings deprive the community of badly needed open space and recreation facilities. A second factor in airport expansion has been the taking of houses -- a development which heightens community agitation and splinters neighborhood ties. Still a third factor is the noise created by air traffic. It is felt that these disturbances are irritants to people as well as a cause of property devaluation.

D. Port of East Boston

As was mentioned earlier, sea trade was a prime compnent in the development of East Boston. Today, however, its importance is considerably less. As is the case with much of Boston's waterfront, East Boston's is rapidly deteriorating. Port Authority wharves are located at the southern end of the penninsula, and are serviced by the Boston and Albany (Penn Central) Railroad. The harbor is still of importance as an oil storage area, particularly adjacent to Chelsea River.

Industry

Industrial activity which has been predominantly waterfront oriented has declined extensively since World War II. The piers owned by the Port Authority on the southern shore are used for shipping, those on the west side remain idle. Approximately six companies operate ship repairing activities, the largest being Bethlehem Steel. Due to increasing tanker size and the difficulty of maneuvering in Chelsea River, the present location for oil storage is becoming decreasingly adventageous.

Most industrial railroad use has ceased, particularly along the northern shore, because access is not available.

Commercial Activity

Commercial activities are dispersed throughout East Boston, with major concentrations in the Maverick Square - Central Square area. There is an abundance of small grocery, specialty, hardware, variety and apparel establishments. Contrastingly, there is a deficiency of drug, department stores and supermarkets.

Job Opportunities

Job opportunities within the study area are somewhat limited. Unemployment is at 9%, nearly twice the city's average, and can be expected to increase unless new industry could be encouraged to locate in the area.

Community organizations

East Boston is organized at both the district and neighborhood levels. Residents of the planning area look to a variety of organizations for leadership and support for community endeavors. Very often these groups collaborate on particular projects which involve a broad base of the area's population. The predominant organizing groups of the area are the Area Planning Action Councils (APAC), neighborhood association groups, churches and church groups. Brief descriptions of the organizations follow:

1. Area Planning Action Council (APAC) - The APAC is supported by Action for Boston Community Development (ABCD) and focuses its concern primarily toward the lower income persons and particularly the tenants living in the area. Examples of its programs include

the establishment of job training centers, English language programs and construction of tot lots and play areas.

2. Neighborhood, Church and Church Groups

Civic Organizations in East Boston Involved in Several Issues

Name	Address
East Boston APAC	144 Meridian Street
East Boston Neighborhood Council	65 London Street
East Boston Social Center	68 Central Square
Logan Civic League	238 Bremen Street
East Boston Community Information Center	137 Chelsea Street
First Section Civic Association	Lamson Street
Trinity Neighborhood House	406 Meridian Street
East Boston Chamber of Commerce	P. O. Box 189, E.B.
Kiwa	220 Border Street
East Boston Parents and Teachers Who Care (Evelyn Morash)	62 Putnam Street

Civic Organizations in East Boston Involved in Some Issues

Name	Address
East Boston Civic and Betterment Association	7 Chelsea Street
Orient Heights Betterment Assoc.	16 Valley Street
Orient Heights Civic Club	956 Saratoga Street
East Boston Vets Council	81 Paris Street
Eagle Hill Association	

External Influences

Like any other area, East Boston is influenced by plans and activities which originate beyond and often have purposes external to its boundaries. Major external influences are transportation programs, public and private improvement programs, both in East Boston and adjoining neighborhoods.

A. Waterfront

The East Boston waterfront has declined rapidly as a major industrial area since the end of World War II. Nearly, one-half the land previously occupied by shipyards, coal terminals and lumber yards is now vacant. One critical problem hindering the waterfront industry is environmental in nature. General access to areas is poor, the street layout confusing and there is little off-street parking. Possible land use alternatives that have been proposed include new housing, recreational and other public facilities. At this point, only a major waterfront restaurant has been built. Other types of commercial and residential development pressures continue.

B. Airport

Logan International Airport constitutes the largest external influence on the East Boston areas. Unfortunately, this influence is largely negative. Residents of East Boston view the airport with both fear and hatred. Expansion of facilities is felt to be gradually devouring the community, while noise created by planes has reached the limits of tolerance. Although these problems are large they are not insurmountable, and will have to

be dealt with in any future planning for East Boston. Expansion will have to be more carefully controlled and more stringent restrictions should be imposed on the aircraft themselves to lessen the noise factor.

C. Tunnels

Presently two tunnels, the Callahan and the Sumner, serve the East Boston area, connecting it to Boston's mainland. A third harbor tunnel is being planned for the future.

The Sumner Tunnel, opened in 1934, was originally operated by the City of Boston until it was acquired by the Massachusetts Turnpike Authority. The Authority presently operates both the Sumner and Callahan Tunnels as a single toll facility. The Callahan Tunnel, opened in 1961 is adjacent to and south of Sumner Tunnel. The planned third tunnel should provide direct connections to the Boston extension of the Massachusetts Turnpike, the Southeast Expressway and future interstates 95 and 695 to the south. It should also connect with interstate 95 in Saugus to the north and to the airport.

CURRENT PLANS

Community Facilities Improvements

1. Fire Department - A new fire station will be built to replace the stations presently located on Sumner Street and Paris Street. Planning is underway for the site, design and construction of the new station.

2. Libraries - Both libraries presently located in East Boston are now programmed for replacement. The library presently located on Meridian Street will be replaced by 1971 by one more accessible to Day Square and the area south of Maverick Square. ~~than the present one.~~ The library presently located on Barnes Avenue will be replaced ~~by one~~ in 1969 or 1970 by a facility located north of the MBTA at the intersection of Saratoga and Bennington.

3. Police Facilities - Police Station 7 located at 69 Paris Street is to be fully renovated by the Public Facilities Commission this year. It is presently under design and work is scheduled to begin in three or four months.

URBAN BEAUTIFICATION PROGRAM

The Urban Beautification Program is a federally sponsored program in which the cities are granted 50% of the total revenue needed to renew open space above the base costs. Under this program, East Boston is scheduled for the following federal funding over the coming years.

East Boston Urban Beautification Program

	1968	1969	1970
Group I (parks, etc.)			
East Boston Stadium (design and reconstruction of playfields and landscaping)			$40,000
American Legion Plgrd. (design; playfield, landscaping and apparatus)	$52,000		
Brophy Park (design and landscaping)			$20,000
McLean Play Area (design landscaping and play apparatus			$10,000

CURRENT PLANS

Hasn't been decided yet
It is presently under discussion
to plan in early stage, but to bring
all up by the fire bn. when study is
finished pending other study

Community Facilities Improvements

1. Fire Department - A new fire station will be built to replace the stations presently located on Sumner Street and Paris Street. Planning is underway for the site, design and construction of the new station.

2. Libraries - Both libraries presently located in East Boston are now programmed for replacement. The library presently located on Meridian Street will be replaced by 1971 by one more accessible to Day Square and the area south of Maverick Square. ~~[illegible]~~ The library presently located on Bennington Avenue will be replaced ~~by one~~ in 1969 or 1970 by a facility located north of the MBTA at the intersection of Saratoga and Bennington.

3. Police Facilities - Police Station 7 located at 69 Paris Street is to be fully renovated by the Public Facilities Commission this year. It is presently under design and work is scheduled to begin in three or four months.

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East Boston BUSR.Dr

BRA. Draft staff report:

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